PERFORMER RPM II NITROUS UPGRADE KIT
For Performer RPM Nitrous Systems
Catalog #70085 & #70086
INSTALLATION INSTRUCTIONS

PLEASE study these instructions carefully before beginning this installation. Most installations can be accomplished with common tools and procedures. However, you should be familiar with and comfortable working on your vehicle. If you do not feel comfortable performing this installation, it is recommended to have the installation completed by a qualified mechanic. If you have any questions, please call our **Technical Hotline at: 1-800-416-8628**, 7:00 am - 5:00 pm, Pacific Standard Time, Monday through Friday or e-mail us at **Edelbrock@Edelbrock.com**.

IMPORTANT NOTE: Proper installation is the responsibility of the installer.
Improper installation may result in poor performance and engine or vehicle damage.

DESCRIPTION: This upgrade kit is intended to enable you to upgrade your Performer RPM Nitrous System (#70050 & #70053) to all of the Performer RPM II components and increase the horsepower gain to the RPM II levels.

NITROUS FEED LINE MOUNTING

1. Replace your existing -4 main nitrous feed line with the -6 line supplied in this kit.
2. Replace your existing -4 bottle nut adapter with the supplied -6 bottle adapter, be sure to also replace the bottle nut washer.
3. Attach nitrous supply line to bottle.
4. Feed nitrous line along proposed route.
5. Secure nitrous supply line to underside of vehicle.
   Note: Stainless steel covering of the main nitrous feed line is very abrasive. Shield painted components or sensitive system components like electrical, fuel lines, brake lines or suspension components to prevent them from contacting main feed line. Rubber hose can be slid over and retained as a chafe guard.
6. Leave nitrous line loose pending installation of nitrous solenoid.

When installing fittings into the solenoids only use Teflon Paste. ***Do Not Use Teflon Tape****. Teflon tape can break free inside of the fittings and travel through the system and end up clogging your nitrous or fuel jets or solenoids causing severe engine damage.*

PERFORMER RPM II NITROUS PLATE ASSEMBLY

1. First, you will need to remove the Performer RPM plate, gaskets, lines from solenoids to plate, and solenoid mounting brackets that you had previously installed with your Performer RPM Nitrous System. When you remove your old Performer RPM Nitrous Plate, be sure you remove all of the gasket material with it.
2. Install your new Performer RPM II Nitrous Plate (Item A) onto the carburetor pad using the 2 supplied gaskets with this system.
3. Hold the Victor Pro Nitrous solenoid securely (like in a bench vise) being careful not to harm the solenoid or block the inlet or outlet of the solenoid.
4. Install the nitrous filter fitting (Blue fitting 6AN X 1/4 NPT) in the inlet port of the Victor Pro Nitrous Solenoid using Teflon Paste.
5. Install the 1/4”NPT to 1/8”NPT Reducer into the inlet side of the Victor Pro Fuel Solenoid.
6. Install the blue 4AN X 1/8 NPT flare fitting using liquid Teflon in the outlet port of the nitrous solenoid.
7. Install one of the 1-Up Solenoid Brackets using two of the Solenoid Mounting Screws onto your Victor Pro Nitrous Solenoid and mount the solenoid in the same location as where you had your Performer RPM Nitrous Solenoid mounted.
8. Attach your Nitrous supply line to the -6 inlet fitting in your Victor Pro Nitrous Solenoid. Install the -3 to -4 BLUE Steel Braided Nitrous Line to the outlet fitting of your Victor Pro Nitrous Solenoid.

9. Once you have made your jetting selection from page 3, install the appropriate nitrous jet into the plate fitting and install the remaining side of your -3 to -4 BLUE Steel Braided Nitrous Line onto the nitrous fitting of the Performer RPM II Plate with the jet in place.
10. Hold the Victor Pro Fuel Solenoid securely using the same method you used with your Nitrous Solenoid. Install the 1/4"NPT to 1/8"NPT Reducer into the inlet side of the solenoid using Teflon Paste. Install the 6AN x 1/4"NPT (Red straight fitting) Fuel inlet fitting in the reducer in the Fuel Solenoid using Teflon Paste.
11. Install the 4AN X 1/8”NPT Straight Red Fuel Fitting into the outlet port of your Victor Pro Fuel Solenoid using Teflon Paste.
12. Install the remaining 1-up Solenoid Bracket using the two remaining Solenoid Mounting Screws onto your Victor Pro Fuel Solenoid and mount the solenoid where you had previously mounted your Performer RPM Fuel Solenoid.
13. Install the -3 to -4 RED Braided Fuel Line to the outlet fitting of your Victor Pro Fuel Solenoid.
14. Install the corresponding fuel jet for the horsepower level you have selected into the inlet fitting on your Performer RPM Plate.
15. Attach your Fuel supply hose to the inlet side of your Victor Pro Fuel Solenoid. Connect the remaining end of your -3 to -4 RED Steel Braided Fuel Line to the inlet fitting of the plate with the jet in place.

PERFORMER RPM TO PERFORMER RPM II UPGRADE KIT CONTENTS

Quantity	Description
1	Performer RPM II Plate
2	Gaskets
1	Main 14’ Feed Line
2	Solenoid Brackets
1	Bottle Nut Washer
1	6AN Bottle Nut
1	6AN x 1/4” NPT Red Fitting
1	6AN x 1/4” NPT Blue Fitting
1	1/4” NPT x 1/8” NPT Reducer Fitting
1	4AN x 1/8” NPT Blue Fitting
1	4AN x 1/8” NPT Red Fitting
4	Solenoid Mounting Screws
1	Victor Pro Fuel Solenoid
1	Victor Pro Nitrous Solenoid
Various	Fuel and Nitrous Tuning Jets

1.2 Jet Map Information

Edelbrock engineering has conducted dyno testing with the Performer RPM II system to provide you with a baseline jet map. These jet combinations are supplied with this system to enable you to vary your engine's power output. On a typical mildly to highly modified 350 or larger cubic inch engine, you can expect the following approximate power gains for each of the jetting levels:

Performer RPM II Jet Map

Approximate HP Gain	Nitrous Jet	Fuel Jet	Timing Adjustment
200	85	85	7°-9° retard
225	93	93	8°-10° retard
300	102	102	11°-13° retard
400	116	116	15°-17° retard

JET MAP NOTES:
Pressures: Maintain 6.5 psi fuel pressure and 950 psi nitrous oxide bottle pressure for safe and effective operation.
Spark Plugs: Two heat ranges colder than an equivalent naturally aspirated engine would use.
Fuel: 110 octane or higher race gas is required to prevent detonation.

The dyno tests were conducted at Edelbrock using a highly modified Big Block Chevrolet. Modifications included Edelbrock intake manifold, cylinder heads dyno headers, pistons, rods, crankshaft, and improved ignition. All stated timing adjustments listed in the jet map are where the motor being tested performed best. Final timing should be adjusted to achieve best power and/or MPH per application. *See section "5.0 Ignition Timing and Nitrous" for more information on timing selection.*

Any variations in jetting patterns other than what is listed above and engine damage could occur. Please contact Edelbrock Technical Department with any questions you have concerning jetting patterns and their effects on engine performance.

Edelbrock recommends an NGK spark plug with a heat range between -9 and -11, depending on the power level being used. When in doubt, always go to the next cooler heat range.

The Performer RPM II Series Nitrous Systems are intended for single-plane manifolds only. Do not use a dual-plane manifold with the Performer RPM II Series Nitrous Systems. In testing, we found that dual-plane manifolds have some distribution problems at these super high flow rates that could cause serious engine damage.

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Catalog #70085 & 70086
Rev. 7/08 - AJ/mc

Brochure #63-70085